



2019 GUAM ASSEMBLY OF PLANNERS

MULTI-GENERATIONAL VILLAGES

**GROWING TOGETHER – ECONOMIC PROSPERITY
HEALTHY ECOSYSTEMS AND STRONGER COMMUNITIES**

M I C H A E L B L A S M A K I O, A I A

TRMA+ ARCHITECTS
GUAM PRESERVATION TRUST

WHAT DO WE MEAN BY MULTI-GENERATIONAL PLANNING?

TO ANSWER THAT QUESTION LETS GO BACK IN TIME A LITTLE BIT. IN THE 1970'S FUEL WAS CHEAP & BABY BOOMERS RULED THE WORLD. THEY BOUGHT CARS, HOMES AND ALL THE MATERIAL GOODS.

THERE WERE SO MANY BABY BOOMERS THAT THEY EFFECTIVELY PUSHED ALL THE PLANNING AND COMMUNITY MODELS TO THE SIDE ALONG WITH THEIR PARENTS AND GRANDPARENTS.

COMMUNITY PLANNING SHIFTED INTO SUBURBAN TRACT HOUSING, BUT THESE HOMES WERE VERY DIFFERENT COMMUNITIES.

PEOPLE DROVE TO WORK IN THE CITIES LEAVING NEIGHBORHOODS VACANT. THEN THEY DROVE HOME TO THE SUBURBS LEAVING DOWNTOWNS VACANT. ON SATURDAYS THEY DROVE TO MALLS AND ON SUNDAYS THEY DROVE TO THE OLD FOLKS HOMES WHERE THEY HAD STORED AWAY THEIR ELDERLY.

THE NEIGHBORHOODS WERE EMPTY IN THE DAY, DOWNTOWNS EMPTY AT NIGHT, AND PEOPLE WERE EMPTY INSIDE. THESE RESOURCES WERE BEING WASTED.

TRAGICALLY THE U.S GOVT ADOPTED THIS MODEL FOR MANY FEDERAL PROGRAMS INCLUDING ROADS, INFRASTRUCTURE, SCHOOL CONSTRUCTION AND PUBLIC HEALTH CENTERS. SO THOSE SAME PLANNING PRINCIPLES MIGRATED TO GUAM

KARMA IS A S.O.B

IT IS NOW 50 OR SO YEARS LATER AND THOSE SAME BABY BOOMERS ARE NOW STRUGGLING TO NAVIGATE THE COMMUNITIES THAT THEY HAD ALTERED SO DRASTICALLY. EXCEPT NOW THEY ARE SENIOR CITIZENS WHO HAVE LOST, OR ARE LOSING THE ABILITY TO DRIVE INDEPENDENTLY.

IRONICALLY COMMUNITIES ACROSS THE MAINLAND ARE NOW ADOPTING SELF-SUSTAINING VILLAGE MODELS. WITH PLANNING AND FUNDING SHIFTING BACK TO BURROUGHS & BARRIOS. AND ADDING DENSITY AND COMPACT DEVELOPMENT INTO SUBURBAN CENTERS MAKING THEM ACCESSIBLE TO PEDESTRIANS.

HOW CAN GOVERNMENT SUPPORT PLANNING FOR MULTI-GENERATIONAL COMMUNITIES

ADOPT PLANNING MANDATES THAT ARE SERVE PEOPLE OF ALL AGES.

MANDATE GOVERNMENT-WIDE PREPARATION FOR THE GROWING MAN'AMKO AND MULTI-GENERATIONAL POPULATIONS.

FUND PROGRAMS TO GUIDE, SUPPORT, AND EVALUATE, HOLISTIC, AGE-FRIENDLY PLANNING INITIATIVES IN ISLAND VILLAGES.

DEVELOP LIVABILITY POLICIES AND PRACTICES THAT LOCAL GOVERNMENTS CAN ADOPT, TO SUPPORT THE DESIRE TO "AGE IN COMMUNITY."

PROVIDE INCENTIVES FOR BUSINESSES AND PRIVATE CITIZENS TO DEVELOP MULTI-GENERATIONAL PROJECTS. INCLUDES HOUSING, EDUCATION FACILITIES, SERVICES, RETAIL, OFFICES, MEDICAL FACILITIES AND F&B

COMMUNITY PLANS

THE SOUTHERN VILLAGE COMPREHENSIVE PLANS TO PLAN FOR FUTURE LAND USE AND DEVELOPMENT.

PLAN IN ADVANCE TO HELP SMOOTH A DEMOGRAPHIC TRANSITION TO AN AGING COMMUNITY. DEVELOP A MAN'AMKO READINESS PLAN TO ALLOW OLDER ADULTS TO "CONTINUE TO CONTRIBUTE AND REMAIN VALUED MEMBERS OF THE COMMUNITY AS LONG AS POSSIBLE."

"BLUEPRINT" FOR A LIVABLE COMMUNITY THAT SERVES AS A MODEL FOR OTHER COMMUNITIES.

PREPARING A MASTER PLAN FOR THE AGING POPULATION AND INCORPORATE IT INTO COMPREHENSIVE PLANNING EFFORTS THAT CONSIDER THE TYPES OF SERVICES, PROGRAMS, AND FACILITIES THAT WILL BE NEEDED TO ADDRESS THE FUTURE NEEDS OF MULTI-GENERATIONAL ISLANDERS.

FEATURES OF MULTI-GENERATIONAL AND AGE FRIENDLY PLANNING

FOCUSES ON MULTI-USE DISTRICTS SO PEOPLE CAN LIVE WHERE NEAR THEIR WORK PLACE, SERVICES AND SOCIAL INTERACTIONTHE OPPOSITE OF SUBURBAN SPRAWL

INCLUDES A VARIETY OF SERVICES WITHIN A WALKING DISTANCE.

AS WE AGE OUR ABILITY TO TRAVEL DISTANCES BY CAR IS SEVERELY RESTRICTED. RESTRICTING MOBILITY FOR MAN'AMKO LIMITS THERE ABILITY TO INTERACT AND FORCES RELIANCE ON FAMILY FRIENDS.

ISOLATION CREATES DEPRESSION AND HEALTH ISSUES FOR SENIORS.

WHEN WE RETAIN OUR SELF-RELIANCE AND ARE ABLE TO SHOP, SOCIALIZE AND ACCESS HEALTHCARE & MEDICINE INDEPENDENTLY WE STAY HEALTHIER LONGER

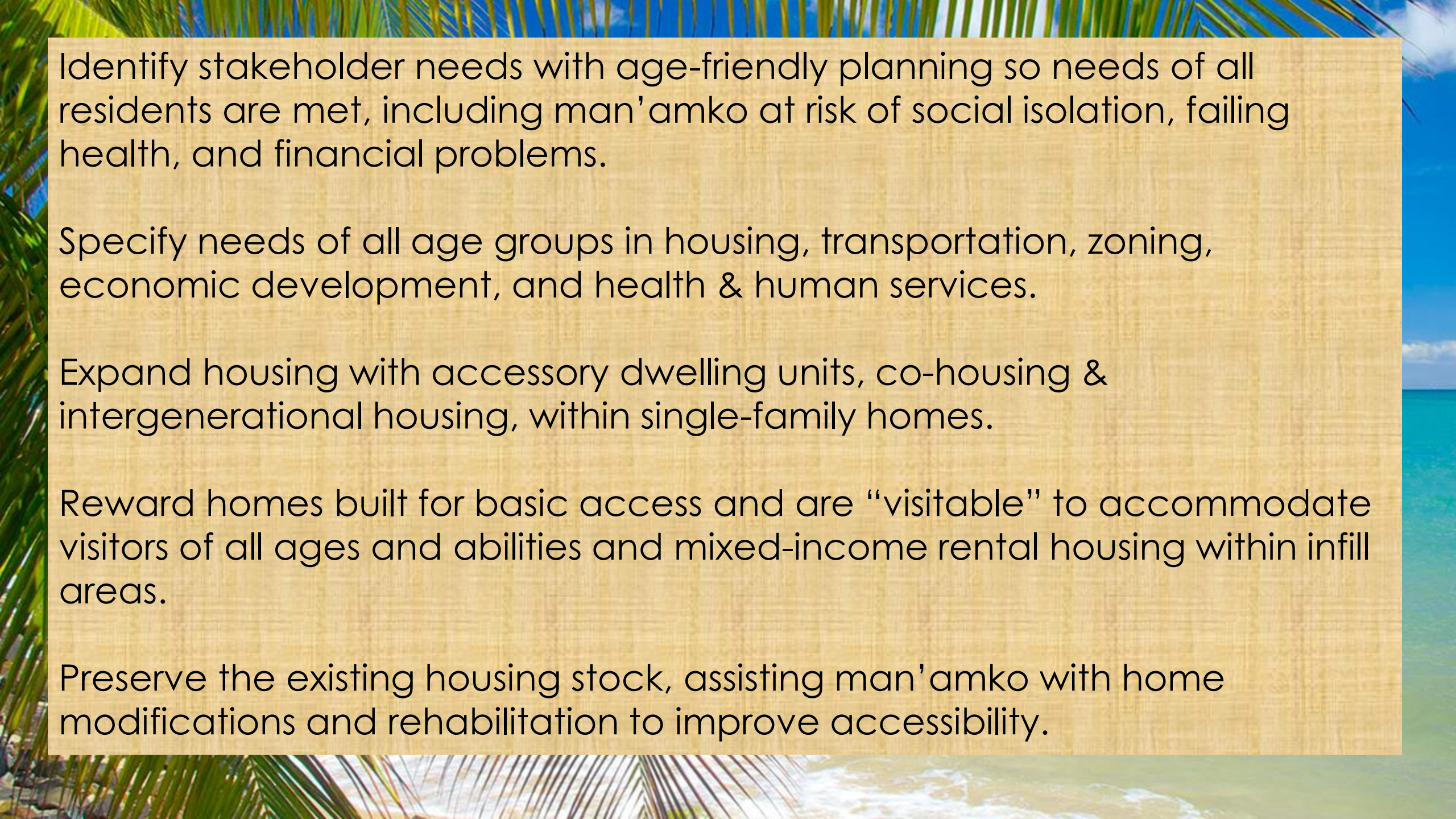


Multigenerational Planning is a comprehensive approach to community and economic development so people of all ages and abilities remain active, with a good quality of life.

Mandate Land Use planners to adopt multigenerational planning to expand choices for families, increase the independence of people of all ages, and create age-diverse communities.

Integrate Universal Design and plan for compact, complete, and livable communities that are multigenerational and make full use of our housing resources.

Provide tax breaks & energy assistance programs to Man'amko to improve housing affordability.



Identify stakeholder needs with age-friendly planning so needs of all residents are met, including man'amko at risk of social isolation, failing health, and financial problems.

Specify needs of all age groups in housing, transportation, zoning, economic development, and health & human services.

Expand housing with accessory dwelling units, co-housing & intergenerational housing, within single-family homes.

Reward homes built for basic access and are “visitable” to accommodate visitors of all ages and abilities and mixed-income rental housing within infill areas.

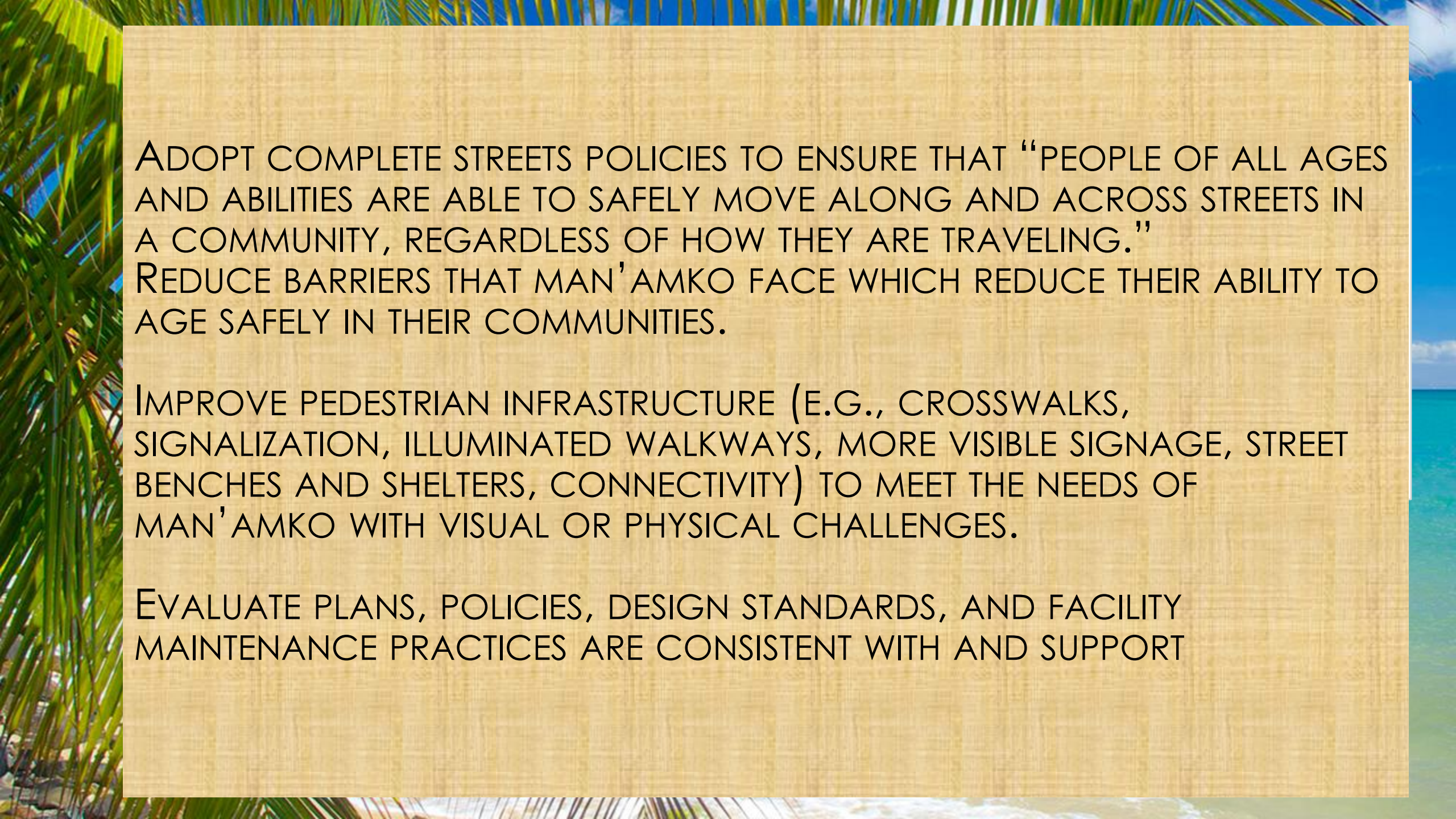
Preserve the existing housing stock, assisting man'amko with home modifications and rehabilitation to improve accessibility.

Transportation Policies

AARP estimates that non-driving, Man'amko skip half of their doctor appointments, and leave home only half as often to shop, eat out or visit friends and family than other seniors who still drive.

Land use and transportation planners must collaborate & improve transportation options, enhance walkable destinations, and provide a mix of residential & commercial development for easy access to daily living services.

Man'amko account for growing number of slip and fall injuries in parking lots, driveways and sidewalks. Thoughtful standards and proper maintenance can reduce accidents.

The background of the slide features a tropical beach scene. On the left, there are green palm fronds. On the right, a blue sky meets a turquoise ocean. The central area is a light beige rectangle with a subtle grid pattern, containing the text.

ADOPT COMPLETE STREETS POLICIES TO ENSURE THAT “PEOPLE OF ALL AGES AND ABILITIES ARE ABLE TO SAFELY MOVE ALONG AND ACROSS STREETS IN A COMMUNITY, REGARDLESS OF HOW THEY ARE TRAVELING.”

REDUCE BARRIERS THAT MAN’AMKO FACE WHICH REDUCE THEIR ABILITY TO AGE SAFELY IN THEIR COMMUNITIES.

IMPROVE PEDESTRIAN INFRASTRUCTURE (E.G., CROSSWALKS, SIGNALIZATION, ILLUMINATED WALKWAYS, MORE VISIBLE SIGNAGE, STREET BENCHES AND SHELTERS, CONNECTIVITY) TO MEET THE NEEDS OF MAN’AMKO WITH VISUAL OR PHYSICAL CHALLENGES.

EVALUATE PLANS, POLICIES, DESIGN STANDARDS, AND FACILITY MAINTENANCE PRACTICES ARE CONSISTENT WITH AND SUPPORT

Housing and Community Design

Remove Built environment barriers to enhance mobility for people of all ages and abilities.

Design communities that are both pedestrian- and transit-friendly with Housing near community destinations and accessible by multiple modes of transportation.

Transportation decisions affect land-use patterns, and land-use decisions impact transportation systems.

Linking both transportation and land-use planning can foster age-friendly communities and the ability for older adults to enjoy healthy lifestyles.